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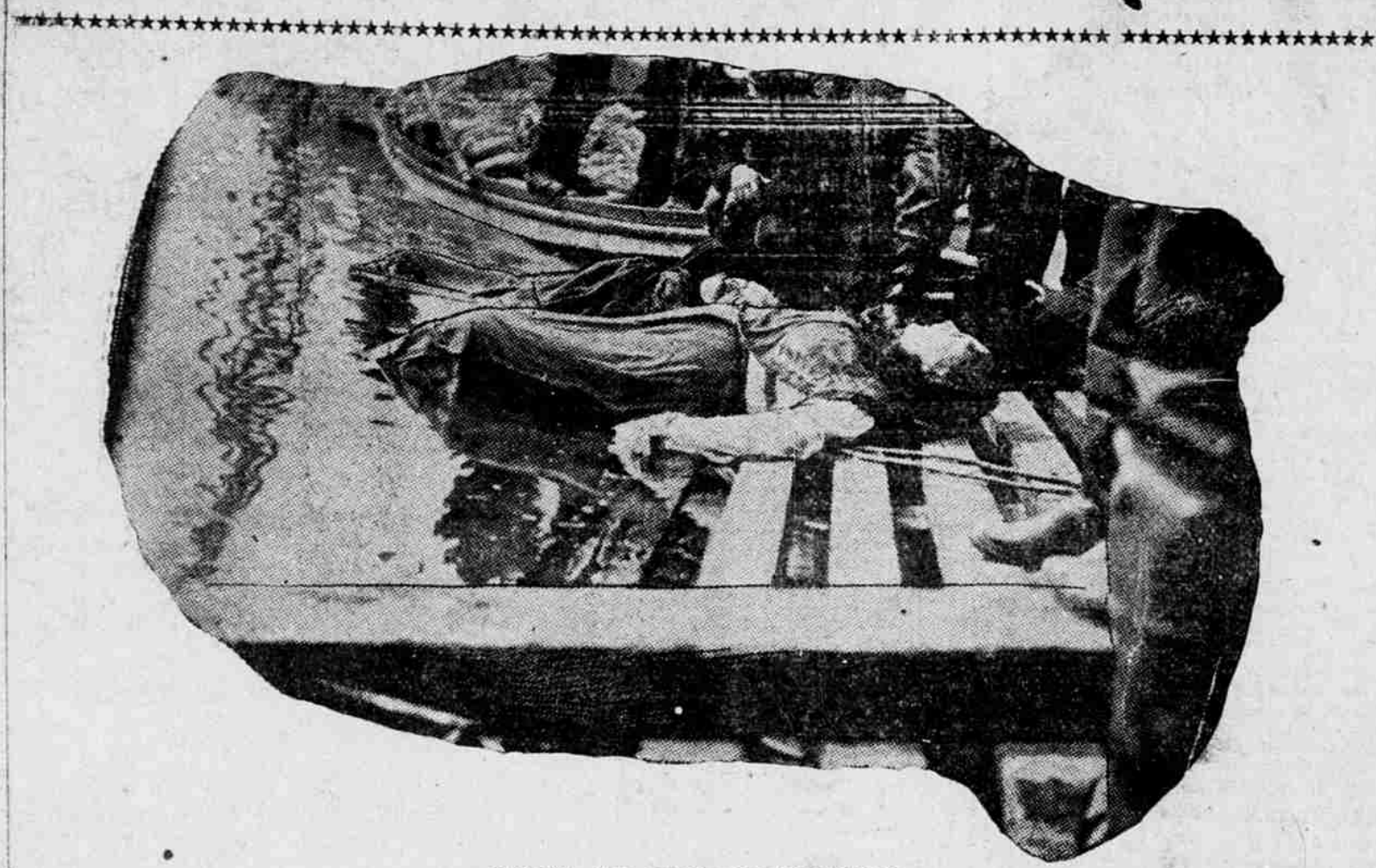
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NEWS OF WATERFRONT.



BODY OF MRS. WAKEFIELD.

(Courtesy of San Francisco Chronicle.)

ACCORDING to the latest reports from the Coast not more than ninety bodies had been recovered from the wreck of the Rio de Janeiro in San Francisco bay. It was not known whether any of these were the bodies of Honolulu people. No traces had been found of the remains of W. A. Henshall other than some articles of wearing apparel marked with his initials. The body of Mrs. Wakefield, who visited these Islands with a party, and made many friends here, and who was returning to the States on the Rio, was recovered on the day following the wreck. The above depicts the scene at the recovery of the body of Mrs. Wakefield. The picture was made from a photograph, and is printed in the Advertiser through the courtesy of the San Francisco Chronicle.

Arrived From the Coast.

Two vessels arrived from the Coast yesterday. The tug Fearless towed the American ship Jabez Howes into the harbor in the morning, and in the afternoon she brought the American schooner Metha Nelson in.

The Jabez Howes came from Tacoma with a cargo of coal for the Oahu Railway and Land Company. She enjoyed a fine passage down, according to Captain Clapp. The last time the Howes arrived here was on the 24 of December.

Captain Clapp is well known in Honolulu and on the Coast. He was a whaler in the old days, and visited this port in the years 1858, 1859 and 1860. He was on the whaler William C. Nye at that time. The genial skipper has been to this port only a few times during recent years. He was in this port during the plague epidemic.

Owen Hollywood, second mate of the Jabez Howes, was taken to the Queen's Hospital yesterday morning, shortly after the arrival of the vessel. Two days ago Hollywood fell down the forward hatchway and injured his right elbow.

The schooner Metha Nelson docked at the Inter-Island wharf about 3 o'clock in the afternoon. She made an excellent run from San Francisco, coming down in fifteen days. She brought a general cargo and her deckload included a large steam launch for Alexander & Baldwin.

The launch is a big one, of about thirty-five tons. She is named the Leslie Baldwin, and is a beauty. She will be taken to Kahului, where she will be used to tow barges. She is fitted with a steam winch, and also carries a dynamo, electric lights being wherever needed throughout the boat.

As the Nelson came into the harbor the flagpole of the Leslie Baldwin was put in place, and the Stars and Stripes were at once hoisted.

In the Nelson's deckload there was also a small boat for the launch, and a pilot boat for Kahului harbor.

HOWES STUCK IN THE MUD.

The Tug Eleu Puts Ship Ashore for the Second Time.

The American ship Jabez Howes spent all night stuck in the mud in the middle of the harbor.

The United States tug Eleu is responsible for the vessel's predicament. This is the second time that the Eleu has put the Howes ashore in a mud bank, and the ship is lying now where she lay the last time that she was shoved into the mud by the hoodoo tug. Last time, however, the Howes was aground only for an hour or so, being pulled off by the Fearless after the tug had given up the job. This time she is in a more serious predicament, and remained stuck in the mud all last night, and is likely to be there for several hours this morning.

The tug Fearless, Captain Brokaw, brought the Jabez Howes into port yesterday morning. He did not dock her for the reason that another vessel had been reported outside, and he was naturally anxious to get out to sea and bring her in. The Eleu, which, by the way, is said to be a United States tug, is in active competition with the Fearless, the property of a private concern, and the Fearless cannot very well waste time docking vessels while there are vessels outside waiting to be brought in. It is the habit of the Fearless to bring vessels into the harbor and then turn around and scoot to sea again whenever there is anything left outside.

When the captain of the Jabez Howes wanted Captain Brokaw to dock his vessel, Captain Brokaw had to inform him that there was a vessel awaiting his services outside, and that he would have to go out after her.

The Fearless went out after the vessel which had been reported and brought her into the harbor. She proved to be the American schooner Metha Nelson, from San Francisco, which arrived in the harbor about 3 o'clock. Immediately upon bringing the Nelson in, the Fearless hauled in her hawser and went to her berth at Wilder's wharf.

It was not until the Fearless returned from bringing in the Nelson that the Jabez Howes commenced to move for her wharf.

It seems that shortly after the arrival of the Howes in port her captain came ashore to enter his vessel at the custom house. While he was ashore the harbor master, it is said, ordered the Eleu to take hold of the Howes and put her alongside the Railway wharf, stern foremost.

The Eleu took hold of the Howes and started to take her to the Rail-

way wharf. In getting the vessel around so as to put her alongside the wharf stern foremost, the Eleu succeeded in putting the Howes onto a mudbank in the middle of the harbor, within three or four feet of the large buoy, between the Railway wharf and the Oceanic wharf. This is exactly what the Eleu did with the same vessel the last time she was here, on the 24 of December last.

The more the Eleu attempted to get the Howes off the deeper and deeper she got into the mud. For over two hours the Eleu strained to free the big ship from the grasp of the mudbank. Then, about 4:30 in the afternoon, after the Eleu had been pulling on the ship for over two hours, and after the tide had been falling, the captain of the Howes, who had returned to his ship only to find her stuck in the mud, sent for the Fearless to get her off.

The Fearless went to the assistance of the Howes but, although the powerful tug pulled for over an hour, nothing could be done to get her off while the tide was dead low.

When the Fearless arrived alongside of the Howes the ship was five feet in the mud. She had listed heavily to starboard, and was in rather a bad position, and was running good chances of sustaining some injury to her bottom and her keel.

When the Howes entered the harbor she was drawing about 24 feet 10 inches. When the Fearless got alongside of her, in the attempt to pull her out of the mud, she was drawing only 19 feet of water on the port side, while she drew between 23 and 24 feet on the starboard side.

Her port side was at least five feet in the mud, and was evidently resting upon some more solid substance than mud. She was hard and fast, at any rate, and refused to move. Her starboard side rested in the soft mud and, as has been already mentioned, she was listing heavily to starboard.

The Fearless left her about 6 o'clock and went to her dock. When the tug came this morning she will doubtless have another try at getting the vessel off. The probabilities are that she will get her off at high tide.

There was no use in pulling on her any longer than the Fearless did, for it would simply have meant pulling the bits out of her and wasting power.

Last time the Jabez Howes arrived in this port, December 2, there was some misunderstanding in regard to her docking and the Fearless left her lying in the stream. Captain Brokaw had received orders concerning the docking of the Howes two weeks before she arrived here, in December. His orders were to dock her head and stern at the Railway wharf. There had been very heavy rains, and there was a great deal of mud at the Railway wharf at that time. Captain Clapp wanted his ship docked stern foremost.

Captain Brokaw, having been ordered to dock her head foremost, and taking into consideration the amount of mud at the Railway wharf, declined to dock her stern foremost. The result was that Captain Clapp called upon the Eleu to put his ship alongside the Railway wharf stern foremost. The Eleu got hold of the vessel and ended by getting her into the mudbank in the middle of the harbor, where she staid until the Fearless came to the rescue and pulled her off and docked her, as the captain wished, stern foremost.

The Ke Au Hou Weather-Bound.

After having been out for nearly two weeks, the steamer Ke Au Hou, of the Inter-Island Company's fleet, returned to port yesterday morning, from Hawaii ports.

Rough weather was the cause of the steamer's delay, and she has had perhaps the most exciting two weeks of her existence.

She sailed from Honolulu on the second instant, and experienced a fair passage to Waipio. Thence she went to Kukuhihale via Honokaa and worked some freight at the former place on the 4th. The weather became so bad on the following day, however, that the steamer was obliged to leave Honokaa.

Ten fathoms of chain and the port anchor were lost, and Captain Mosher put back to Waipio Gulch to wait until the fury of the wind and the roughness of the sea subsided. On the 6th and 7th, the Ke Au Hou was weather-bound at Waipio. On the 8th the passenger was sent ashore in charge of a boat to get some stores for the steamer. A great sea took the boat, however, and hurled her on the rocks, knocking a hole in her bottom.

The crew managed to get back to the steamer without any injury to themselves. A landing was made later and the necessary stores were obtained.

It was not until the 11th that the steamer could work freight.

On the homeward trip there was a slight fire on the Ke Au Hou. The woodwork in the dining saloon caught fire from an electric fan which burned out. The blaze did not amount to anything, but the alarm was sounded, as the captain thought it an excellent opportunity to test the crew in their fire drill. The reason for the fire was all that could be desired.

No News of the Olympic.

Those interested in the American bark Olympic are very anxious as to what has become of her. She is now thirty-two days out from San Francisco, and nothing has been seen or heard of her.

Several vessels have arrived from the Coast in the past few days, but none of them have seen a sign of her. The vessels which have arrived from the Coast of late have all been making pretty good time, and the fact of the Olympic being thirty-two days out is exciting grave fears as to her safety.

When the schooner Metha Nelson arrived yesterday there were those, who are deeply concerned as to her whereabouts, on hand to learn from the skipper of the Nelson whether he had seen anything of the Olympic. Captain Christiansen had seen nothing of her.

The Warrimoo, from Vancouver and Victoria, which is due to arrive here today, may possibly bring some tidings of the long overdue vessel.

Captain Freeman, a pilot of San Francisco, who was brought here on the Sierra, on account of stress of weather, says that he saw the Olympic leave San Francisco. He says that she was in good condition, and that she was not heavily loaded on deck, as was formerly reported. He thinks that the Olympic is probably to the westward of this island, having been blown out of her course.

Shipping Notes.

The Occidental and Oriental steamship Gaelic is due to arrive here today from the Orient. The Warrimoo is due to arrive from Vancouver and Victoria. Both vessels should be in port early this morning.

This morning the British man-of-war Warspite will put to sea for the purpose of practicing with her guns and torpedoes. She will return to her anchorage off port tonight or tomorrow morning.

The steamer Nihau brought a 12-ton roller from Koloa yesterday morning. She also brought 7,400 bags of sugar for the schooner Rosamond, which is lying at the Inter-Island wharf, taking on sugar from that steamer and the James Makee.

Wilder's steamer Maui had a rough experience during her recent trip to Hawaii and Maui ports. She stayed four days at Paauhau, where she lost an anchor.

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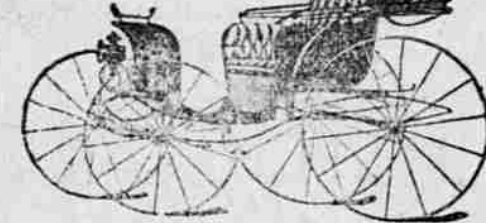
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